

*BICYCLE/PEDESTRIAN ADVISORY COMMITTEE (BPAC)  
FOR THE MIAMI URBANIZED AREA*

A G E N D A

WEDNESDAY, JANUARY 30, 2002 AT 7:00 P.M.

SOUTH MIAMI COMMISSION CHAMBERS  
6130 SUNSET DR.  
SOUTH MIAMI, FLORIDA

I. APPROVAL OF MINUTES:

{ MEETING OF DECEMBER 20, 2001

II. PRESENTATIONS:

A. MIAMI GARDENS DRIVE - Craig Miller, Miller Consulting

B. PEDESTRIAN SAFETY PROGRAM UPDATE - D. Henderson

III. ACTION ITEMS:

A. VICE-CHAIR ELECTION - D. Henderson

IV. DISCUSSION ITEMS:

A. 2002 MEETING DATES - D. Henderson

B. MIAMI RIVER GREENWAY FDEP RECREATIONAL TRAILS PROGRAM

APPLICATION - B. Bibeau, Miami River Commission

V. INFORMATION ITEMS:

A. DECEMBER 2001 PROGRESS REPORT - J. Manzella

FOR MORE INFORMATION ON THESE OR OTHER NON-MOTORIZED TRANSPORTATION ISSUES,  
CONTACT MIAMI-DADE'S BICYCLE/PEDESTRIAN COORDINATOR AT 305-375-1647.  
VISIT OUR WEBSITE AT: [www.co.miami-dade.fl.us/mno/mno-boardsbpac.htm](http://www.co.miami-dade.fl.us/mno/mno-boardsbpac.htm)

# BICYCLE/PEDESTRIAN ADVISORY COMMITTEE

## MINUTES - MEETING OF WEDNESDAY, JANUARY 30, 2002

### MEMBERS PRESENT

Brett Bibeau      Brian Singer      Larry Shahboz  
 Leo Succar      Barry Burak      Brian Hannigan

### MEMBERS ABSENT

Bruce Henderson      Ted Silver  
 Lillian Ros Martin

### OTHERS PRESENT

David Henderson, Staff      Jae Manzella, Staff      Jeff Cohen, Public Works      Ken Jeffries, FDOT  
 Lew Sayre, FDOT      Greg Callihan, Miller Consulting      Paul Haydt, East Coast Grnwy Alliance

{ The meeting began at 7:05 p.m.

ISSUE	DISCUSSION
APPROVAL OF AGENDA	<p>DH: A member of the East Coast Greenway Alliance would like to speak to the group.                      BH: Would like to discuss the Pedestrian Task Force of the Safe Kids Coalition.                      LS: Would like to discuss conditions of the M-Path.                      JC: Would like to discuss the Grand Av. project.                      LS: Hearing no objections the Agenda was approved, as amended.</p>
APPROVAL OF MINUTES	<p>- BB: <i>Motion to approve the 12/20/1 Minutes; seconded by BH; vote: unanimous.</i></p>
MIAMI GARDENS DR	<p>- KJ: He is the Project Manger. This phase is to determine acceptable capacity improvements for the community and FDOT. Several public meetings will take place.                      GC: MG Dr. was recently approved from 4 to 6-lanes in the LRTP, (from Red Rd., west just past Bob O'Link; there will be intersection improvements further west until I-75. Many residents are concerned with landscaping, not capacity or widening. Access improvements, like median closures will also take place. One alternative includes bike lanes. No analysis has been made until traffic data is available.                      LS: The brochure doesn't include the bike lanes alternative.                      BH: Inquired if increased timing of signals and pedestrian actuators will be provided at pedestrian crossings.                      GC: These would be included as the entire corridor signal timings are adjusted. Another option is the creation of an alternative bike route through the neighborhood streets.                      JC: ROW acquisition would be imperative for a bike route; no local roads go through.                      GC: Pedestrian overpasses for I-75 and canals are a possibility.                      JC: The local roads don't connect to MG Dr. Maintenance of the route, which would be on the FDOT ROW would be a concern.                      GC: With the robust landscaping that the community wants, a Special Taxing District would need to be created. They also want noise walls, which they would have to pay for. The FDOT can put up visual screening (i.e., landscaping), but not privacy walls.                      BH: Bamboo plants are effective without disruptive roots.                      KJ: In taking over DH's old job at the FDOT, he is a strong advocate for inclusion of bike lanes when possible. However, there aren't bike lanes on MG Dr. further out from the project limits.                      JC: To gain bike lanes, the landscaping would be pushed to the back of the ROW and width would be taken from that green strip, resulting in only 2 1/2' of greenery.                      GC: This brochure was developed before he contacted DH who stated there is an unfunded need for bike lanes on this corridor.</p>

DH: Placing the landscape buffer between the road and the sidewalk would better serve pedestrian safety.

BB: Motion to recommend the inclusion of bike lanes along Miami Gardens Dr.; seconded LS.

DH: Inquired as to the decision-making process to finalize the design.

KJ: Much of it will be community sentiment. They would prefer more landscaping than bike lanes. There will be more meetings, and more data collection is being done regarding future traffic projections. Increased traffic could be between 20-40%.

GC: There is a need for more ROW purchases at the intersections for the correct corner radii. If the entire corridor is 6-laned, then privacy walls will need to be erected.

JM: The corner radii seem to allow 40 mph turns. Inquired if reducing these would better serve the community in terms of traffic calming and pedestrian crossings. Miami-Dade has a poor record of accommodating pedestrian crossings at major intersections. Refuge islands should be incorporated into these designs, because pedestrians won't be able to cross during one cycle.

GC: This brochure depicts a preliminary design. During the design phase more attention will be given to address movement details. The speed limit is 40 mph and shouldn't change.

KJ: When discussing details with several M-D Engineers, he has tried to advocate for the installation of pedestrian striping/signalization. Often their view is that it encourages pedestrian use and thus, more accidents. This is one reason Miami-Dade has continued to be on the top ten list of hazardous places for pedestrians/bicyclists.

LS: Perhaps textured crossings can be introduced.

KJ: If the community asks for it, it would be considered.

JC: Asphalt smears onto the pavers. Thermal plastic is more resilient.

LS: Perhaps both can be provided.

JC: There are higher maintenance costs with pavers.

GC: The county is reluctant to include more landscaping because of the maintenance.

LS: The BPAC should endorse the highest safety design possible. Motion to include the installation of ...

JC: This project isn't set to begin for 20-years or so.

GC: Offered to be available for any more questions. Will come back after the final recommendation is being made; perhaps in April.

DH: There is something wrong if the FDOT is considering a non-standard installation of privacy walls, and not taking serious consideration the proven safety of bike lanes.

GC: The privacy walls would have to be funded through the Special Taxing District.

JC: The FDOT should not use the absence of bike lanes in the area as criteria to determine if they should be included in this project. This is a long distance.

KJ: Unfortunately, many Engineers are set in their ways. Bicycles are not a consideration if they don't believe they belong on the roadways.

MISCEL-  
LANEOUS

- TS: Inquired regarding updates to the Krome and Grand Av.  
JM: Minutes from the Krome Av. Project Advisory Group were just received. It reiterates that Homestead is performing a traffic study, and that until the study is finalized, bike lanes are still being planned and the truck by-pass idea has been dropped.  
DH: *The Project Manager will return to discuss updates in either January or February. Bike lanes will be included north of Downtown Homestead to Okeechobee Rd., and south of Downtown to the end of Florida City. The 4 block Historic District will not have bike lanes.* There has been increased controversy regarding the Florida City portion. Land owners are already taking a loss with the change from 2 to 4 lanes. Another Community Meeting is being scheduled for Grand Av., but has not been set. Since the BPAC has decided on bike lanes, the Project Manager wants to bring this up with the community groups that dealt with the issue previously. The meetings he attended didn't prove bike lanes to be so controversial; the groups were fairly divided on the issue. The facilitator had her own viewpoint and swayed much of the discussion. *He will continue to monitor the situation and make the BPAC aware of the Community Meeting date. Once the design is underway, he will ask the Project Manager to meet with the BPAC.*
- TS: Inquired as to the status of the Rickenbacker improvements.  
DH: Jeff Cohen is on vacation. There are various reasons why the project is stalled.
- TS: He noticed a sign was installed in the south warning automobile drivers turning right that the bike lane continues straight.  
DH: Because of complaints, *the Public Works Dept. is planning to install signage and markings around Franjo Rd./SW 216 St.*
- BB: American Airlines Arena has parking in the area adjacent to Biscayne Bay. This was planned to be greenspace when voters saw the proposal. The Miami Charter states that no surface parking shall be within 50' of Biscayne Bay. Also, a 20' wide walkway must be included for any new developments along Biscayne Bay and the Miami River, up to the 5th bridge.  
LS: The Volvo Round-The-World Sailing Regatta is arriving in April. Perhaps this is the time to make sure it doesn't revert back to a parking lot.  
BB: *AA Arena and Miami Heat representatives should be brought before this committee to explain their actions.*  
JR: *Assistant Co. Mgr. B Johnson, a key member of that agreement, should attend.*  
BB: The County is also part owner.  
TS: Inquired if the BPAC's request should be to discuss, or something stronger.  
LS: *The facts must be reviewed first.*  
TS: *Requested this item to be on the January Agenda; as well as to request attendance/research from the County Attorney's office.*  
DH: The pedestrian bridge from Bayside to the arena was funded for a while, but was redirected to another project.

{ The meeting was adjourned at 8:35 p.m.